

THE CLEAR HOOTER!



NEWSLETTER OF THE CENTRAL COAST BRITISH CAR CLUB



Volume 39 Number 5, June, 2023

WWW.CENTRALCOASTBRITISHCARCLUB.COM



Daisy Tatum's First and only British Car—1968 Jaguar XKE 2+2 (see page 6)

BUSINESS INFO



GENERAL MEETINGS:

2023 Meeting Dates, first Tues of each month.
We will meet at the Black Bear Diner, 2401 E. Harbor Blvd. Ventura (in the old Carrows)

**June 6, July 11, Aug. 1, Sept. 5,
Oct. 3, Nov. 7.**

Board meetings take place according to the needs of the club, usually before or after the club's General Meeting; but as often as is deemed necessary at the discretion of the Club President.

NEWSLETTER

THE CLEAR HOOTER is your Club Newsletter and it is published monthly. The deadline for submission of any camera ready or digital ads, stories, reports and information that you'd like to see in the next issue is the **23rd** of the month prior to publication. Items may be sent to the editor at: dtreid@gmail.com

For Sale ads are free to members. Non-members pay \$25. Ads run 3 months, unless otherwise indicated by the seller. Any commercial ad or to open a commercial account please contact Glen Dewar
glen90210@hotmail.com

Membership dues are \$40 to join and \$30 to renew yearly. Make sure we have your e-mail for newsletter deliveries. If you need to have one snail mailed to you please let the editor know, dtreid@gmail.com Extra \$15.00 for mailed newsletters, payable with your dues.

Central Coast British Car Club, Inc. is a NONPROFIT Mutual Benefit Corporation registered in the State of California

Your CCBCC Board Members For 2023

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Ted Carlsen T-Carlsen@roadrunner.com

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THE CLEAR HOOTER! Is the newsletter of the Central Coast British Car Club, formerly The Central Coast Triumphs, founded in 1984 by Mrs. Lee Bloomquist and is a chapter of the VTR, Vintage Triumph Register

CENTRAL COAST BRITISH CAR CLUB
2674 E. Main St. #E 614,
Ventura, CA 93003

“Fancy A Cuppa” Time with your President



We recently purchased a 1963 Morgan Plus 4 and had a uniquely pleasurable experience that got us reminiscing about some of our past buying and selling experiences. Each memorable in its own way, from exciting to all-out creepy!

Our creepiest story evolved around a Mustang in L.A. After spotting the car on Ebay and a phone call, we decided to fight the L.A. traffic and go see the car. The seller insisted on cash, which is not all that unusual in a private sale, it was the 20 minute “I don’t trust banks” discussion that ensued which was probably Warning No. 1. At the time, I don’t believe google street view was a thing, so the address was just another address. Upon arrival, the building bearing that number was an adult bookstore and other “interesting” tenants...Warning No. 2!

We circled the typical not-so-nice L.A. neighborhood block, and with some trepidation entered the parking lot. We discovered the back side of the commercial building hosted apartments on the second floor, and we saw the Mustang parked under a carport. We decided we had come this far, so we locked the cash in the glove box and knocked on the door. A scraggly Doc Brown (Christopher Lloyd) from *Back to the Future* appeared from a pitch-black interior.

He insisted on riding with me for the test drive, verbalizing his distrust of anyone or thing (Warning No. 3), thus leaving Monica to remain behind. We decided I would keep the test drive short and she would remain in a locked truck with the engine running and 911 pre-dialed.

Upon return, we agreed on a price and he insisted we conduct business in his apartment, the inside of which could not be replicated by any Hollywood imagination; Warning No.4. It was pitch black with newspaper and foil covering the only two windows, and odors that to this day I cannot describe. The place was a hoarder’s menagerie and in the dim recesses of the one room apartment was a single desk with one of those spring-loaded adjustable desk lamps from the 80’s providing the only illumination.

I told Monica to stay by the door poised to flee while Doc Brown cleaned off a chair to sit on. He began to count the money holding each bill up to the dim light of the desk lamp checking for counterfeit bills while educating me on government conspiracy theories; Warning No.5. The funniest part is the desk lamp spring was weak, and the light would slowly sink down as he checked each bill. Every five or so bills he had to raise the light and begin the silly routine again as his cat paced across the desk. We did this for what seemed like an eternity. Once he was convinced I wasn’t a government agent and the money was real, paperwork was signed and we fled like we stole it!

Cheers,
Ted



NEW MEETING LOCATION for 2023



Our new meeting location is The Black Bear Diner on Harbor Blvd at Seaward in Ventura. It is in the old Carrows building. There is no charge for the room which has gotten quite common at other restaurants.

They have a separate room where our noise won't bother others and vis versa. They have a large screen TV for us to use for our videos. We won't get too hot or cold in there and there is plenty of seating.

We are using a fixed menu of 6 or so items. That can change monthly with enough notice.

Welcome New Members

Carl & Patti Miller # 140
Whittier
1962 Triumph TR4
(with a Chevy 350 V8)

James & Lulu Richards #141
Camarillo
1972 MGB Convertible

Brian & Cindy Tiefenbach #142
Thousand Oaks
1980 Triumph TR8

Jay and Gale Cohen #143
West Hills
1980 MGB LE

Robert Moverley #144
Westlake Village
1951 MGTD

New Monthly Articles need Submissions



Eric Baldwin had a great idea for a monthly article. A few paragraphs of your very first British Car. You may not have a picture from this time; but there are stock photos of all British Cars on the web. The continuation of Ted Carlsen's first LBC is in this newsletter. We would like to keep this going. Please submit article and picture(s) to dtreid@gmail.com

I am sure you all have stories to tell. I'll correct spelling and punctuation for you.

All 144 members had a first British Car. Maybe it is your daily driver currently, a show car, does not matter, please send me a small or large article with a pic or two for the newsletter.

Our new president, Ted Carlsen has an idea for a new article, what is the current work you are doing to your LBC? His article is part of the "first British car owned" series. Part III of his article begins on page 19

Please send text only in Word and send pictures separately as attachments with indicators where they go in the article. Send captions separately for the pictures numbered so I know where to put them!

For Sale



Four TR6 wheels taking up space in my garage. \$200 for all, make a fair offer and come and get them.
Jon Korbin (805)207 9039

CCBCC MEMBERS ONLY TECHNICAL SUPPORT



The following Club members have **very generously volunteered** to be technical advisors for the club. Please reach out to them if you have questions about a make or specific model or need technical assistance.

Jean Preis

ASE certified mechanic

Jaguar, Land Rover, all makes, electrical issues

katwrench@aol.com

Kelvin Dodd

Tech support for Moss Motors

MGA-MGC, all makes, electrical issues

KelvinD@roadrunner.com

Joel Justin

Lifetime Triumph devotee

Triumph TR2, TR3, TR4, TR6, GT-6 General information

J_bar_J@hotmail.com

Gerald Davies

Owner

TR6, TR7 & TR8 General information

d90man@aol.com

Paul Wittrock

Previous owner

TR3A General information

wittrock.paul@aol.com

Vintage sidecar Rendezvous—Paso Robles Re-Cap

Kurt Lanse and Martin Keller attended and had a great time.



My First British Car

By Daisy Tatum



When I was fifteen years old, I saw a car like no other going north on Oxnard Blvd., Oxnard, CA. I knew then, my first car would be a Jaguar.

After graduating from Oxnard High School and the University of Arkansas, Pine Bluff, I started teaching high school in Little Rock, Arkansas. During that first year and a half of teaching to save money, I walked to work, rented a room, took my lunch to school, helped my brother financially with college, and thought about the Jaguar I wanted to own.

After a year and a half year in Arkansas, I returned to Oxnard; and with the help of my mother, purchased my first car, a Jaguar XKE 2+2, December 17, 1968, at Encore Motors, 911 So. Oxnard Blvd., Oxnard, CA. The Jaguar's color is dark brown with tan interior, the price of the Jaguar was \$6,300.00; a Chevrolet at that time was \$3,100.00. My dream had come true, but not without a lot of sacrifices along the way.

After purchasing **MY JAG**, I drove it to Arkansas where it was the only car of its kind and quite a sensation in the state. Being of African-American descent, just purchasing gas in Arkansas in the 60's was quite a conversation all to its own. The Arkansas Highway Patrol and Little Rock Police would stop me, not for speeding, but because the officers wanted to check out the Jaguar. Since I was alone and not in the state of California, I purchased a German Sheppard, Thunder, who traveled with me wherever I went in the Jag. Thunder was a real deterrent.

When it came time to have the car serviced, I would have to drive to Tulsa, Oklahoma, sometimes leave the car, fly back to Little Rock, AR, then return to pick up the car. At other times, I would drive to Tulsa, OK and just wait for the car to be serviced. The only major problem I ever had with the car was an electrical problem that was repaired in Tulsa; it was the last time I ever had any major engine problems.

After three years in Arkansas, I returned to California in 1969.

The mechanics who have serviced my Jaguar have been:

*Encore Motors, Oxnard, CA, Wilkerson Motors, Tulsa, OK, Sports Car Service, Ventura, CA
Chuck's Classics of Ojai, Ojai, CA, Der Barron Imported Cars, Oxnard, CA
Tony's Foreign Car Service, Oxnard, CA, Bill Erickson Auto Repair, Ojai, CA, RST Auto, Ventura, CA*

I have enjoyed my Jaguar immensely. As an educator in Oxnard, CA. the Jaguar has served as a goal-setting lesson to students. Several students have returned to see me, informing me that they also purchased a Jaguar because they thought the one I drove was so cool.

I am so happy that my first car was a Jaguar. I still get chills when I see it and drive it. I have so many wonderful stories about the Jaguar, "**Jennifer,**" and me.



Seabee Museum Tour, Drive, & Lunch



Join us Saturday, July 15th, 2023 for a docent-led tour at the U.S. Navy Seabee Museum, Port Hueneme, CA.

You can join us on a drive, or meet us at the Museum for our 10am tour, followed by lunch at nearby restaurant(s).

The Seabee Museum has great exhibits and artifacts highlighting the “Can Do” attitude and history of the Naval Construction Force (better known as the Seabees).

If you want to learn more before you go, here is their link:

<https://www.history.navy.mil/content/history/museums/seabee.html>

We will start the drive at the Las Posas Park & Ride in Camarillo, looping through farmlands and the California State University Channel Islands campus, before making a photo stop at Pt. Mugu Missile Park. Then on to the Seabee Museum. See route directions below.

Drivers please arrive by 8:30am, we will depart at 8:45am. The drive is approximately 1 hour (including photo stop), arriving by ~9:45am for our 10:00am tour. Restrooms are available at the Museum.

After the tour, lunch at your choice of several restaurants that share a parking lot at a nearby CVS/Ralph’s retail center: Cancun Seafood and Mexican Grill, The Habit Burger, Chinese Dumpling House, Dave’s Hot Chicken, Peebee & Jay’s, & Poke Land. (If we’re a small enough group, I will call ahead to have us all in one restaurant). Directions on second map.

Max 30 people. RSVP by Wednesday, July 8th to Monica Carlsen at mogard@roadrunner.com, 805-448-5622

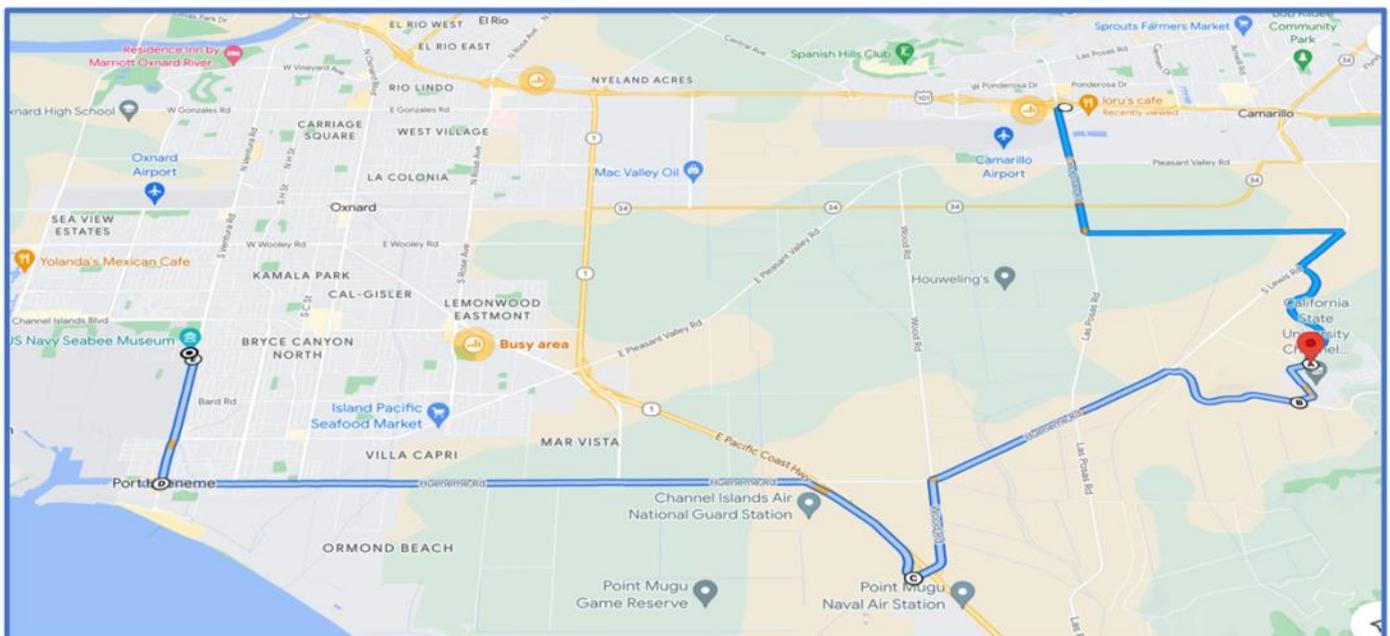
Note: While the museum is outside Naval Base Ventura County, any photos or videos we take in the parking lot or of the museum must not capture any base structures or property, subject to penalties/fines.

Route directions to Seabee Museum

July 15, 2023

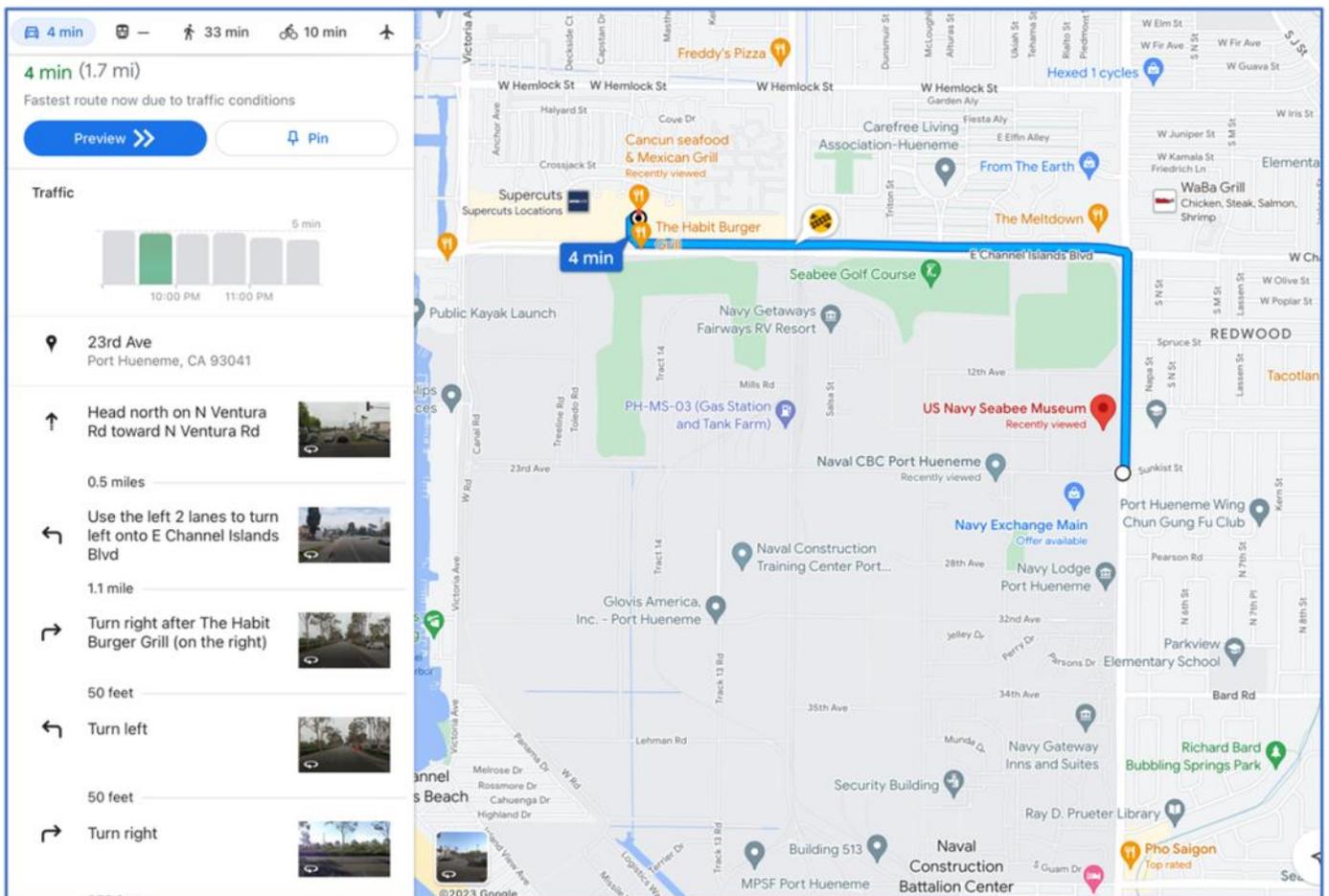
https://maps.app.goo.gl/Suf7pt6JaATdbzwY7?g_st=i

- Gather at Las Posas Park & Ride by **8:30am**. Depart at **8:45am**.
 - (Visit the 76 station across the street beforehand for restrooms)
- Right turn out of the Las Posas Park & Ride
- Left turn at the lights onto Las Posas Rd, then 1.9 miles
- Left turn onto Cawelti Rd, then 2.1 miles
- Right turn onto S. Lewis Rd, then 0.7 miles
- Left turn at lights onto Camarillo St., then 1.5 miles
- Right turn onto the first street in campus, Santa Barbara Ave, then 2 blocks
- Follow road left onto Ventura St, then 0.5 mile
- Right turn on Oxnard St, then 2 blocks
- Right turn on Potrero Rd, then 1.2 miles
- Keep left over the bridge, following Potrero to the lights.
- Left turn onto Hueneme Rd, then 2.3 miles
- Left turn onto Wood Rd, then 1.1 miles going over the Hwy 1 overpass
- At stop sign make a right and immediate left into parking lot for Missile Park.
- Pt. Mugu Missile Park, short stop and Photo stop with fighter jet
- Left turn out of parking lot onto Naval Air Rd, then 1.3 miles
- Left turn onto E.Hueneme Rd, continue 4.9 miles
- Right turn onto N. Ventura Blvd, continue 1.4 miles
- Left turn at lights at NBVC entrance /Sunkist Rd., THEN IMMEDIATE RIGHT TURN!!
(Green signs/rt arrow for Pass Office and U.S. Navy Seabee Museum)
 - DO NOT GO STRAIGHT TO THE BASE ENTRANCE GATE!
- Continue straight past the Pass & ID Office, following Seabee Museum signs to parking lot behind the next building, which is the Seabee Museum



Lunch spots after Seabee Museum Tour

- Exit parking lot by same route we entered it, back past the Pass Office
- At stop sign, turn left into either left turn lane at the Ventura Rd. lights.
- Turn left using either left turn lane onto Ventura Rd, continue 0.5 miles
- Left turn onto E. Channel Islands Blvd, continue 1.1 miles
- Right turn just past Habit Burger into parking lot
- Immediate left and find parking away from the lunch crowd (hopefully!)



Re Cap of a run with the Triumph Club by Jim Heaton

Here are 3 pictures of a Sunday drive that I recently took with The Triumph Club of Southern California to the Poppy Fields, Acton and Vasquez Rocks.

At Vasquez Rocks, we took pictures of our cars along with THE GORN COMMANDER.

CAPTAIN KIRK battles THE GORN COMMANDER in a scene in STAR TREK , from the sequence "ARENA" . This was filmed, over two days, in November, 1966, at Vasquez Rocks in Acton, CA. The Commander was played by Bobby Clark, a Saugus resident.

We ate lunch at the 49er Saloon in Acton. One-pound burgers were good!



Wine Tour Trip by Allen Merriman



With the couples that met us there we had 12 cars, with two of us being SUV's to bring our dogs. As Kohler winery is pet friendly the dogs had a nice lazy time laying on the grass in the shade. Kohler had 10 great wines on hand for tasting and a really nice picnic area. The weather warmed up for a very nice day.

New Car show, Organizers of the Old State Street Nationals

Classics
WITH THE
CARDINALS



Registration Fee: \$55.00
which includes one t-shirt

Two ways to enter,
ONLINE with a credit card or by
check via US MAIL.
REGISTRATION CLOSSES
June 10th, 2023

Saturday, June 24th, 2023

No Refunds

ONE VEHICLE PER FORM

Our Inaugural Show is Presented by

TREMBLAY
FINANCIAL SERVICES
— SINCE 1997 —

Name _____

Address _____

City, State, and Zip _____

Phone # _____

Email _____

Year/Make/Model/Color _____ Trailer Parking: YES NO

T-Shirt Size: SM MED LRG XLG 2XL

VEHICLES THROUGH 1988 will be JUDGED all others are Display Only

Please indicate a category for your vehicle, cost of \$55

ENTRANCE GATE

Back Parking Lot at BDHS, gate closes
at 8:45 am, no one will be able to
enter after the gate is closed

GROUP PARKING

If you want to park with your friends,
you need to come together

PARK TOGETHER

Equals

ARRIVE TOGETHER

For more detailed information about
the show, visit us online at
www.classicswiththecardinals.org

Open Street Rods through 1950
Closed Street Rods through 1934
Closed Street Rods 1935 through 1950
Stock through 1960
Stock 1961 through 1966
Stock 1967 through 1988
Modified or Custom through 1959
Modified or Custom 1960 through 1966
Modified or Custom 1967 through 1988
Trucks through 1950
Trucks 1951 through 1957

Trucks 1958 through 1988
El Camino's / Ranchero's All Years
Camaro's / Firebird's All Years
Corvette's All Years
Mustang's All Years
Cobra's
Tri-5 Chevy Stock
Tri-5 Chevy Modified
Lowrider's All Years
Euro / Asian All Years
Display Only – Non Judged

We reserve the right to add, modify or eliminate any and all categories.
Categories with 4 or less entrants, the category will be eliminated, and the
entered vehicles will be moved to an appropriate category

Liability Release Form – Must be signed in order to participate in the “Classics with the Cardinals”. As a participant in the “Classics with the Cardinals,” I agree to hereby hold harmless the “Classics with the Cardinals” Car Show Committee, Bishop Garcia Diego High School, and all participants in the “Classics with the Cardinals” from claims of loss / or harm regarding said event. I agree to abide by all standards and rules set forth by judges and organizers of the “Classics with the Cardinals.” I agree to allow the Show Committee to utilize photos of my car for advertising purposes, either this year or in future years. By signing below, I hereby agree to accept the final judgment and award of prizes by the “Classics with the Cardinals” committee. I understand and accept all rules and claim by my signature that all the above is true and correct.

Signature _____ Printed Name _____ Date _____

Classics with the Cardinals
95 Alpine Dr
Goleta, CA 93117
805-455-2712



All proceeds support the Athletic Department
at Bishop Diego High School

501(c)(3) Charitable Organization
EIN #92-0803669
www.classicswiththecardinals.org
info@classicswiththecardinals.org



TRIUMPH EST MARIN 2023

PRESENTED BY TRIUMPH TRAVELERS SPORTS CAR CLUB

TRIUMPH EST 2023 EVENT REGISTRATION

Embassy Suites, San Rafael, CA
Sept 7th - 9th, 2023

Guided Drives - Winery Visits - Tech Sessions
Reception Party - Awards Banquet
Funcours Car Show
Beautiful Marin, San Francisco, and Napa

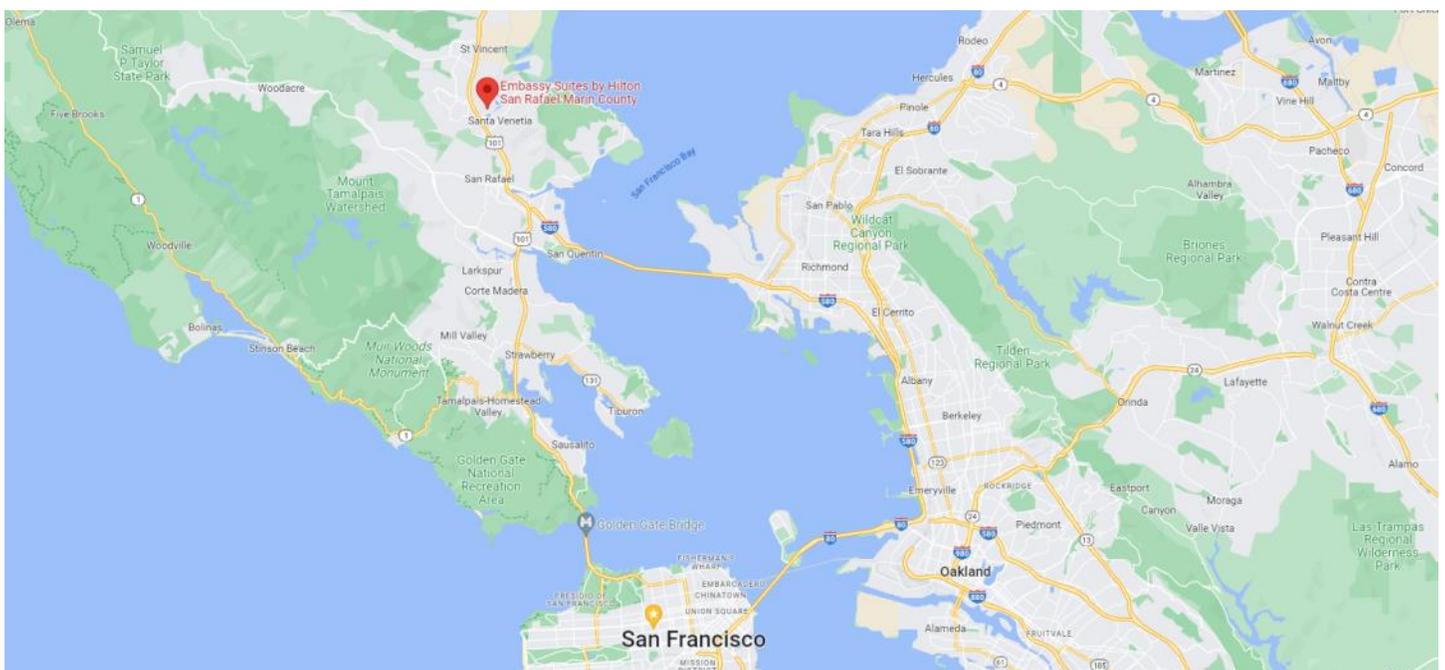
Event registration includes one car and two people. Buy passes for additional people and cars, and book your Awards Banquet food choices too.



SAVE \$140 PER NIGHT WITH OUR SPECIAL RATE

On completing registration you will receive a link to book rooms for \$189 per night instead of the current rate of \$329 per night for a King suite. Double Queen suites available for \$219 instead of \$349.

Triumph Est Website: <http://www.triumph est.org/>
Registration Page: <https://www.triumph eststore.com/>



British Motor Show

RENO

THE BIGGEST LITTLE CITY IN THE WORLD

September 30th 2023



On the Grass at Rancho San Rafael Park
To register visit <http://renoallbritish.org> Contact: (775) 622-7053
Registration fee \$35.00 per vehicle – lunch included – Silent Auction
Boys & Girls Club of Truckee Meadows to benefit from event.





32nd Annual CCBC
BRITISH CAR SHOW



October 1, 2023 at Channel Islands Harbor Park, Oxnard, CA

Celebrating Jaguar Through the Years

All British Vehicles Welcome

presented by the Central Coast British Car Club

www.centralcoastbritishcarclub.com

Channel Islands Harbor Park

3600 Harbor Blvd. Oxnard, Ca.

COME OUT AND SPEND THE DAY – BEAUTIFUL CARS – FOOD TRUCKS

Registrant check-in 7:30 to 11 am – Show is from 9 am to 2:30 pm

Channel Islands Harbor Park, 3600 Harbor Blvd, Oxnard California

Registrant check-in 7:30 to 11 am – Show is from 9 am to 2:30 pm on 10/1/2023

**REGISTRATION FEES: \$35 per vehicle for CCBC members
\$40 per vehicle for non-members**

Event shirts are **not** included for registrations received **after** August 30th or day of show

APPLICANT NAME _____ CLUB _____

ADDRESS _____ PHONE # (_____) _____ - _____

CITY/STATE/ZIP _____ / _____ / _____

E-MAIL ADDRESS _____

VEHICLE #1: MAKE _____ MODEL _____ YEAR _____ COLOR _____

VEHICLE #2: MAKE _____ MODEL _____ YEAR _____ COLOR _____

***A free Event T-Shirt is included with each vehicle registration received prior to September 1st
A limited number of T-Shirts will be available for purchase on the day of the show for \$15***

Vehicle #1 T-shirt size: XXL XL L M S (Circle One)

Vehicle #2 T-shirt size: XXL XL L M S (Circle One)

Additional T-Shirts (\$15 each): XXL ____ XL ____ L ____ M ____ S ____

Total Registration Fees (including any additional T-Shirts) \$ _____

PLEASE READ, SIGN AND RETURN THIS FORM WITH YOUR REGISTRATION FEES:

This release of liability specifically includes losses caused by negligence, whether active or passive, the CENTRAL COAST BRITISH CAR CLUB, or any of their agents, members, or the City of Oxnard, State of California. Entrant agrees to indemnify, defend and hold harmless the CENTRAL COAST BRITISH CAR CLUB, their directors, members, agents, and the City of Oxnard, State of California from any and all liability, losses, damages, injuries, and claims by any person arising out of the condition, location or operation of the entrant's vehicle on or about the premises of Show location in connection to the CENTRAL COAST BRITISH CAR CLUB All British Car Show to which the application relates. Non-member registration fee includes one day club membership.

SIGNATURE _____ DATE _____/_____/_____

Make Checks Payable to: CCBC
Mail To: CCBC Car Show
2674 East Main Street #E614
Ventura, CA 93003

PayPal Account Information: Log into your
PayPal account and send money to:
centralcoastbritish@gmail.com
If paying by PayPal, please click ADD A NOTE
and include **ALL** of the above information

For additional information, please contact:

Car Show Chairman: TED CARLSEN t-carlsen@roadrunner.com

Registrar: JOEL JUSTIN j_bar_j@hotmail.com

www.centralcoastbritishcarclub.com



**Southern California MG Club Celebrating
its 45 Anniversary, Presents its**

BOOTS & BONNETS

15th Annual All MG Car Show

SUNDAY, OCTOBER 15, 2023

9:00AM – 2:00PM RAIN OR SHINE

610 Lairport Street, El Segundo, CA 90245



- ❖ PRIZE & CASH RAFFLES
- ❖ TROPHIES FOR ALL CLASSES
- ❖ DASH PLAQUES
- ❖ EVENT BAGS
- ❖ FOOD & DRINKS & MUSIC
- ❖ GAMES FOR ALL AGES

Car show registration opens at 7:30AM.

Voting from 9AM to 12PM.

Awards at 1PM.

**Advance registration is \$35, with Museum Entry
after October 1st or day of show is \$45.**

Registration opens June 15, 2023.

Visit www.socalmgclub.org for more information.

Free To The Public

www.socalmgclub.org





GoF West 2023

Oct 16-20, 2023
Carlsbad, Calif

It is official, GoF West will
celebrate it's **51st annual event!**

Registration forms should be
available in early January

Celebrating 100 Years of MG
First Morris cars with MG badging
occurred in 1923 and were known as
Kimber Specials

Gathering **O**f the **F**aithful is truly an
opportunity for MG owners to enjoy
their cars with other MG owners from
Western States, Canada and beyond

Mark your calendars
and plan to be there!



The **M**arque of
Friendship



GoFWestInc@gmail.com

GoF West was begun in 1973 at
Santa Barbara, CA by Al Moss,
Pete & Fran Thelander,
Warren & Ann Wendt, Mike
Walsh, Jan Verbiesen & Gary Rand

More information will be posted on the GoFWest.org website as available.

A New Cars and Coffee by Brad Cardwell



Cars and Coffee at Crossroads Church will be on the fourth Saturday of the month. We just established a public Facebook page <https://www.facebook.com/groups/948827036240338> and we will be posting photos and announcements concerning the event. The address is 161 Plaza la Vista in Camarillo, and the facility is on the corner of Outlet Center Drive and Plaza la Vista. We will have coffee and donuts available for a donation and if you want Starbucks there is a Kiosk in the outlets about a two-minute walk from the church, it also opens at 8 which is why we scheduled our event from 8 -10.



CRUISE NIGHT CAMARILLO



The Camarillo Old Town Friday Night Cruise!

Starting the 4th Friday of April (4/28/2023) and continuing on through the 4th Friday in September (9/22/2023). Come to Ventura Boulevard with your classic or collector car between 4pm-8pm.

Stop-off for some local takeout or this year you can dine in the patios of Camarillo's beloved Old Town Restaurants!

SANTA PAULA CRUISE NIGHTS

Pre 1981 Cars 1st Friday of the Months April - October Downtown Santa Paula

Cars, trucks, motorcycles, and other vehicles (RVs, etc) manufactured before 1981 are encouraged.

So you'll be able to check out a wide range of vehicles. Additionally, that includes rat rods and hot rods, muscle cars and antiques, air-cooled, low-riders, and more. Plus all car guys and gals are welcome. The family-friendly events take place mostly on Main Street and Mill Street, with some overlap. Downtown shops and restaurants are open and live bands are scheduled.

In fact, Santa Paula Cruise Night car shows have been happening for more than a decade.

My First British Classic Car Repair — Part III, The Passenger Side by Ted Carlsen



In Parts I & II we lived the exploratory process of tackling my first British car and Rotoflex suspension rebuild on the driver's side. Part III is a literation of the events on the passenger side after learning the process from Part I. For step-by-step instructions, a full illustrated tutorial will be located on our website where we hope to have more contributions from other club members.

Besides a lot of kit and replacement parts you will first and foremost need:

1. Courage to tear your precious baby apart
2. Persistence to carry on when you should quit
3. Ignorance to overcome fear
4. A desire for more tools
5. New found patience
6. A spouse that wants you out of the house for a week or so

Getting started is physically easy and emotionally hard. Whenever I start one of these projects a little voice in the back of my head says, "what are you going to do if you take this apart and can't put it back together again"? Then there is the macho voice that says "you can do this, no problem".

Since I have already accomplished this task on the driver's side, the passenger side seemed less daunting. After all, I have a 50-50 chance it will be easier than the driver's side, not! Of course, I forget that I always get true or false questions wrong when guessing at the answer. So, you now have a spoiler alert. Technically I knew more of what I was doing but the passenger side was a mix of easier and harder bits, so the cursing continued in round two during the disassembly. Assembly however, now that I am "smarter", went a lot easier.

If you are going to tackle this or any other task remember this one step:

1. **VERY IMPORTANT, THIS IS THE ONE STEP YOU CAN'T AFFORD TO SKIP! PHOTOGRAPH EVERYTHING IN PLACE FROM MULTIPLE ANGLES, YOU CAN NEVER HAVE TOO MANY PHOTOS BEFORE YOU START ANY PROJECT. THEN PHOTOGRAPH EVERY SUB PART BEFORE REMOVING IT.** Selfies are not necessary but if you must...

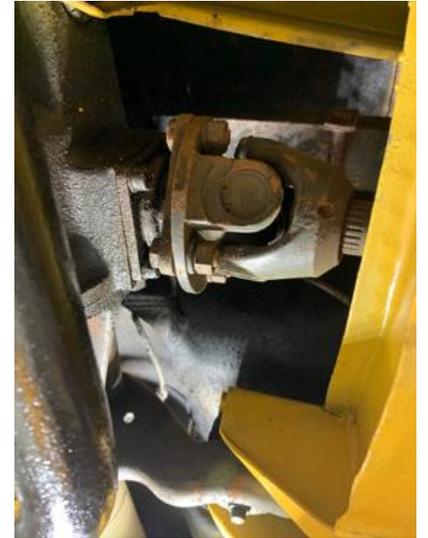
It is a fresh day and I am prepared for the job. Clean clothes, clean tools and clean garage floor are all ready for me to start the passenger side. I take a deep breath, jack up the car and get started. You may recall the first headache was the drum that was somehow frozen to the hub requiring heat and fury. I had all the violent tools ready for battle and... hmmmph! The drum slid right off with my fingers. There is hope after all, this side just might be easier.

The Passenger Side continued



The next bit of good news, the brakes on this side look just as good as the previous so I can bypass that project, somebody else already did the easy stuff.

I switch out my man hands and put on my tiny dancer fingers and work on separating the drive flange. Once again, more muscle than expected is needed, but I surgically disconnect the drive flange and axle shafts from the differential.



I start disconnecting the various bits, brake lines, radius rod, and shock absorber. I know exactly what I am doing this time (I finally read the manual remember?). Hmm...each nut and bolt seems to be taking more and more muscle and more penetrating fluid than the driver's side required. I hope this is not an omen?

Here I go, the dreaded lower wishbone bolt that was my nightmare from the other side. After soaking in some penetrating fluid, I went straight for the breaker bar. Not a budge. I can tell from last time the wishbone will have to remain attached to the assembly; here we go again. Should I really have expected anything different?

This time I followed the proper order and pulled the entire assembly out together. Hooray, I have driveline freedom in just a few hours; I am way ahead of schedule on **Day six of my four-hour project!** I take the win and call it a day. After all, saying I am ahead of schedule is a first on this project.



Passenger side driveline extracted

The Passenger Side continued



As the sun rises and I finish my tea I pontificate on the “quick” (not likely) disassembly process before me. I check my photos from last week reminding me of the right and wrong ways of progressing. Recalling which photo represented right from wrong is another issue all together. At least today’s work will be on the bench and off the floor so no more excuses for all the sound effects I make each time I stand up. I also get to let loose any repressed anger by using the mighty 20 Ton shop press to show who’s going to win this battle.

I begin by reducing the various three-dimensional appendages that prevent me from using the press. Finding a position in the bench vice is just as challenging since that darn wishbone is in the way, but after a little origami it is locked in place. More penetrating fluid! I think I am getting high!? A breaker bar frees the bolts holding the inner shaft to the Rotoflex (that rubber donut thing that started all this oh so many days ago).

Full assembly in vice, inner axle separated



Pressing matters

Time to put the press into action. Because the assembly is a multi-dimensional object at this point, especially since my wishbone is stuck, the flat press plates will be useless to support the driveline. Time to get creative again and build some robust cribbing to provide a strong base that will accommodate the assembly and protect it from damage - oh yah, and protect me from damage.

The Passenger Side continued



This time the axle came out easier than the other side, but that sudden release and bang still gets me every time. Adult diapers might be a consideration. One more dimension removed from the puzzle.

Cribbed assembly in press with catch shelf, released outer axle and Rotoflex



The object of my desire is getting smaller and easier to handle, wishbone is still painfully intrusive. I flip everything over so I can extrude the hub. The easier removal of the axle from the hub gives me hope the hub will be just as kind. I am rewarded with a smooth extraction and the corresponding bang as it lands on my improvised catch shelf.

The Passenger Side continued



22 MM socket over hub, hub free on catch shelf



The brake backing plate is now four easy bolts away from freedom and a major dimensional object dislodged. The assembly is getting smaller and easier to deal with, despite that pesky wishbone.



Overcoming the stubborn

Time to tackle the big, the bad and the ugly, removing that frozen wishbone bolt. There are two options here: 1. Expend effort to release the bolt by trying to press it out or, 2. Get violent right away and go for the jugular by cutting and drilling it out. I did option one on the driver's side, spending time I will never get back, arriving at option two anyway, so the passenger side received option two. If the bolt wouldn't turn with a breaker bar it's not likely to release itself from any other means.

Using the Sawzall (best tool ever made) I get right to amputating the wishbone. From the last time, I discovered the trunnion shafts are hardened steel, dulling the blade just looking at it, so I kept to the inside slicing through the bolt in no time. Meanwhile, thinking about the fact that I

The Passenger Side continued



am cutting up my car with a saw. Now I am really ahead of schedule, but facing the drilling out of the lower vertical link bolt, I decide to end **Day seven of my four-hour project.**

Severed wishbone



A new day and a quick trip to Home Depot for some cobalt drill bits to replace the ones used up on the first vertical link. I am ready to knock this baby out of the park since I have been there, done that! As confident as I was that I could repeat this effort a second time, I still hedged my bet by checking the great inter-web to make sure there was a used link out there if I screwed up (of course that action probably jinxed me).

If you recall from Part one, I was able to drill part of the bolt out and push the rest out. The passenger side was having none of that. The driver side used up two drill bits, the passenger side ate through two drill bits before I had drilled down just one inch. Being tenacious (aka stubborn) I headed back to the “Depot” for two more carbide bits. Back at it and some progress is made but not what I was expecting. I was nearing the end of my fourth drill bit and was only halfway through and half the day was already gone. The remaining piece of bolt was having nothing to do with being pushed out by hammer and drift or 20 Ton press. Sometime in the past 54 years this sucker found a way to weld itself to the vertical link.

I am now in a place where us shade tree mechanics find ourselves all too often, Purgatory. Do I cut my losses and just buy the replacement part (which I should have done after the driver’s side experience; did I mention I am stubborn?) or go in deeper to keep from having to spend the additional cash on the part? In for a penny in for a pound; after all, this thing has to let go pretty soon. Back to the “Depot” for another drill bit. I fight and fight, grind and grind, what is this bolt made of? I am now down to about one inch left, I can certainly push the last inch out! Man, this is not my day, this thing is tighter than a Victorian corset. I now realize I will have to drill every bit of this thing out but it will take one more drill bit. Back down the hill to the “Depot”.

I dive in with the new bit, it takes off like a space-x launch and grinds its way through and just as I am about to come out the other side, the last quarter inch of bolt falls out mocking me! I heave a heavy sigh of relief, I did it! Then I flip the link over to look at my exit wound. My shoulders drop, depression and denial abound. An entire day’s work lead to a false success. I exited off-center, the drill hole is not straight which means it won’t mount back up properly and

The Passenger Side continued



some of the bolt is still in there. I can't believe the bolt was harder to drill than the steel link, forcing my bit to one side. Dejected, I tap into the inter-web to order the replacement part. **Day eight of my four-hour project has come to an end.**

Since I have to wait on the key part to all of this, I start cleaning and painting all of the other bits and pieces. The wishbone gets refurbished with new bushing and placed back on the car. The inner axle and drive flange get cleaned up and new u-joints installed, and all the other parts start to look pretty again. I am starting to recover from the previous day's devastation. **Day nine of my four-hour project comes to an end.**



I am now at another very familiar place for all of us. W.O.P-driven project stagnation, W.O.P can stand for "waiting on parts" or "waiting on post", either one tells the same story. Friday arrives and the part is tracked to Newbury Park; awesome, I can work on it over the weekend. Not so fast, apparently UPS goes home early on Friday and just my luck, Monday is President's Day and UPS doesn't deliver until late on Tuesday, so close! I think of driving up the hill and breaking into UPS, but the wife says there isn't any bail money in this project's budget. Dang, how did I forget to account for that?

Now a week has gone by since the fateful day and I have ripped into two other items on the car over the I-o-n-g weekend because I don't do well "waiting". It is 3:15 pm on Tuesday and I hear the UPS truck park in front of the house. Like Pavlov's dog I begin to salivate and get excited. I jump out of the garage, startling the delivery driver part way down the driveway. He jumps and says "yikes, at least you aren't a dog" (little does he know), now give me that!

The box is shredded like a little kid on Christmas morning. The replacement vertical link is finally here and I can begin my re-assembly, Nope! This thing is straight off its donor. I have to degrease, clean and paint. **Day ten of my four-hour project comes to an end.**

The Passenger Side continued



The end of the beginning and the beginning of the end has arrived. Everything is clean and ready to go back together. First, I must dry fit the hub, bearings and outer axle to test the notoriously fiddly bearing shim. This time, knowing the process, I have high expectations of rapid success. Nope! After inserting the hub and bearings and measuring the potential shim requirements, a brain synapses occurs and I realize I have a different vertical link for which the previous shimming is insufficient. One more colorful metaphor added to the lexicon.

Measuring bearing shim height



If you recall from part I, shims are no longer available so I take a cue from a hillbilly on You Tube and make my own, slowly lapping down a copper washer one thousandths of an inch at a time. Once I think I am close, things get greased up and slimy and fitted like I am only going to do this once. I learned from last time not to press everything in, but to use the axle bolt to draw the pieces together. Measure the bearing float, buzz, thank you for playing. Too much spacer. Pull everything apart, lap a couple more thousandths off the shim, place it all back together again. Measure float, what float? Oh goodie. I took too much off, start all over again.

The Passenger Side continued



Shim creation, Float measurements



To keep a long story from getting even longer I followed the wash, rinse and repeat method in smaller increments until success was achieved. The good news is I nailed the proper measurement with less iterations than the first time I did this. Maybe the next time I will get it in one try. Next time? What am I saying?

With the last major hurdle crossed, I finish the final assembly of the driveline on the bench and feeling good, beer me! **Day eleven of my four-hour project complete.**

Completed driveline assembly



The final count down

Time to force feed this fine piece of precision workmanship back into the little GT6. With some knuckle busting, head banging and finger dislocating for tiny spaces, things progress almost as if I have done one of these before.

The Passenger Side continued



That is so pretty, what shop did that work?



And that ladies and gentlemen is how I rebuilt the rear suspension and driveline on a 1969 Triumph GT6+, or maybe not. Your call...

Day Twelve of my four-hour project comes to an end.

Good night Gracie!

Look for the detailed step-by-step process on the CCBC website under the Tech tab in the members only section.



How about an article for the newsletter??? I know you have something to say about your car, a trip with your car, an outing, a technical article. I am sure you must have a picture of your drive that you would like to see on the cover of the newsletter.

I am attempting to put out a newsletter every month, there may be times I miss a month due to being away.

The newsletter is a vital piece of communication to keep members informed of what is happening within our club and lists events that are happening that may be of interest to club members.

I would like to feature one member's British car on the cover of each newsletter. If you would like your ride displayed on the cover, please send me a high resolution picture of it in a nice place (not just the parking lot at work!!) to dtreid@gmail.com

I have no more pictures for the front page of the newsletter. Let's see some of your favorite pics of your British car. I will have to resort to pictures of bunnies, if I don't get car pics.

We have 142 members, please someone send me a nice picture of your ride for me to put on the front covers???????????

ARTICLES NEEDED:

The newsletter is in need of articles on anything to do with the club or British cars. Please use Microsoft Word and save as a document. If possible use font Arial, size 12 and do not do any formatting, just paragraphs of words. Send pictures separately with indication where they go in the article.

Cars, Coffee and Garages

The next CCG will take place on June 17th. There will be a drive from Ventura to Ojai where Kelvin Dodd's garage is located. All particulars will be forth coming via e-mail and the next meeting. Joel will be the point of contact for this event.

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sports-car-art.com

Suggestions for Runs, Brunches, Or Visits



We are almost into the third month of the year and the club has only a few plans for car runs. Below are numerous suggestions, some we have done in the past and others are new. We need the general membership to step up and offer to take charge of one so we can show off our rides. With 162 members, there are usually just 3-4 people who always are the point of contact for a run.

Suggestions include:

1. ~~US. Navy Seabee Museum, Pt. Hueneme, contact info: (805)982-5167, www.history.navy.mil~~
2. **Bennet's Honey Farm**, Filmore, contact info: (805) 521-1375
3. **Santa Susana Depot**, Simi Valley, contact info: (805)581-3462, www.santasusannadepot.org
4. **Neptunes Net** serves breakfast and lunch. Contact info: (310)456-3095, www.neptunesnet.com
5. **Getty Villa**, Malibu, contact info: (310)440-7300, <http://www.getty.edu/visit/villa/plan/>
6. **Adamson House**, Malibu, contact info: (310)456-8432
7. **The Peterson Museum**, Los Angeles, contact info: (323)930-2277, <https://peterson.org/visit/>
8. **Leonis Adobe** Ranch and Museum, Calabasas, contact info: (818)222-6511 or email karen@leonisadobemuseum.org.

The club only does about 9 runs a year. We usually do not do one in October as that is our car show and we have the teddy bear run in November, December is the Christmas luncheon.

If you would like to plan and lead one of these suggestions or have your own, please coordinate the calendar with Terry, dtreid@gmail.com



75 Years of Heartfelt Thanks

As Moss Motors celebrates a 75-year milestone, the first words that come to mind are "Thank You!" What a great ride it's been so far with these amazing cars, and we're so grateful for the exciting road ahead.



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Classifieds

I have 5 refurbished Rostyle rims. (2 used, 3 new) 4 with serviceable tires. 185/65/R14
These were checked for true and round, before painting and clear coating, with centers.

Also 4 used and 4 new Trim Rings for the same. Online these Rims are going for \$40 or \$50 each plus shipping, and \$40 to \$80 for a set of Trims.

Any reasonable offer. Each or set.

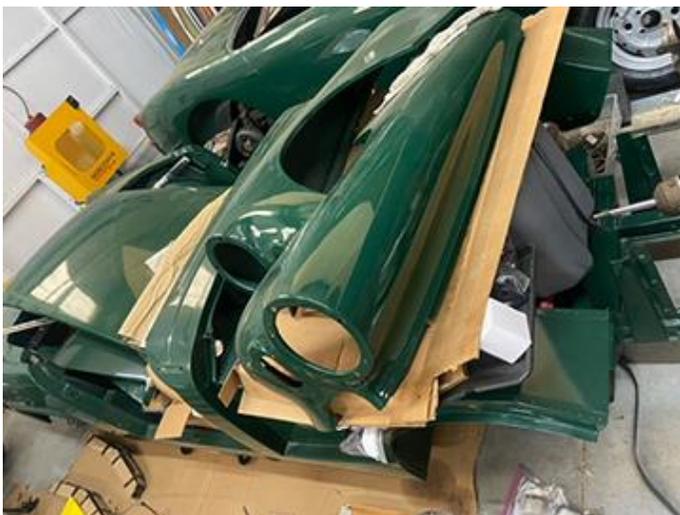
Local Pick up only
Thanks for looking Byron (mccrackenbnt@gmail.com)



Have lots of hot wheels old, and new \$1 to \$10

Does anyone like Model Trains? I have too many in 5 different sizes. Some are complete ready to run sets of new/old stock in sizes N-G

Midgets for sale, Santa Maria. I need to downsize my collection. I don't drive them much, and I'm losing my storage area. I also have several roll bars, MG and TR6 fenders for sale.



A recently painted midget, project...some new parts,

Engine and trans included. Not sure on price. Reasonable offer



BSA Lightning—
\$5000. Runs, but needs tune , carbs.

More on next page:

Classifieds continued



Racing!. Midget.... Slightly lowered, 1275, 5 speed, runs drives, and starts well. Chrome Wires. \$3200.



1970 tr6... I have owned for 20 plus years. Decent Driver.. needs tlc.. new!top. Newer tyres. Runs and drives.



TR3. Overdrive, newly painted hardtop, luggage rack, very good condition

Grant Christensen
notnewaviation@hotmail.com



Classic/Exotic Car and Motorcycle Show 2023



SAT - SUN
AUGUST
19-20, 2023
Gates Open at 9AM

Calling all Classic/Exotic Car and Motorcycle Owners!

Do you have a great classic/exotic car or motorcycle? Then you are invited to join us at this year's Wings Over Camarillo.

A small fee of \$30 gets your vehicle, you and one passenger will see the most amazing air and car show! All proceeds from the event go directly to deserving charities that serve and strengthen our Community. It will be a fantastic fun-filled weekend for all.

All cars must be registered by 9 am. August 18, 2023 by 9 am or August 19 by 9 am.

NOTE: THERE WILL BE NO ON-SITE REGISTRATION

Registration Information

Space is limited to 200 vehicles per day on a first come first served basis. Your registration must be received no later than August 18th, 2023.

Additional passenger(s) must purchase separate admission ticket(s).

Classic/Exotic Car & Motorcycle Parade

In addition to displaying your vehicle, a select group will be invited to participate in the classic car and motorcycle parade that is scheduled to begin at 1:30pm during both days. Space is limited. If interested in having your vehicle in the parade, please indicate such while completing your registration. **WOC staff will** notify you if you and your vehicle are selected. **All ticketing is online; no gate sales.**

Martin Keller has volunteered to be the point of contact for this.
Info at next meeting. mhkflyer52@outlook.com

<https://tickets.wingsovercamarillo.com/orderticketsarea.asp?p=178&a=249&src=eventperformances>

Classified, non-car related



Hollywood Bowl tickets for sale:

\$764. for box (4 seats). Location is second row, box 112, Garden section. Excellent seats.

July 22 -- Cafe Tacvba w/ LA Phil "Greatest Rock Band in Mexico and possibly in the World"

Aug. 12--Carla Morrison Grammy winner, acoustic-heavy sound and pop

Please Call Laura (805)987-5659

CLASSIFIEDS

Michael Musser britcartr8@gmail.com (805) 901-7011

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Door glass assemblies and tracks rebuilt.
Custom shortened shift lever.
Nardi wood steering wheel (original is available).
Alpine stereo speakers with original radio/tape player.
Replacement (original type) trunk mat.
Custom dual exhaust with stainless steel mufflers (Rimmer Bros.)
Nippondenso high torque gear reduction starter.
Aluminum extra capacity 3 row radiator with electric fan and thermostat.
Stainless steel braided brake lines front and rear.
Koni adjustable struts and rear tube shocks.
Performance coil springs.
Heavy duty sway bars front and rear (dual front).
Rebuilt front and rear suspensions.
Complete polyurethane bushings.
Green Stuff front brake pads.
Interstate battery, battery mat.
Hi-Volume horns.

Replaced:

front crankcase seal, intake manifold gasket, water pump, both oxygen sensors, oil pressure sending switch, fuel injector hoses and clamps, plenum gaskets, temp. sender, thermostat, steering column bushing, custom timing indicator, both air intake ducting, rear brake wheel cylinders, shoes and boots, both boot lift cylinders, clutch master and slave cylinder, brake master cylinder/reservoir, rebuilt power brake assembly, rebuilt distributor, replaced trans. fluid with AC Delco Synchronesh Transmission fluid.





Central Coast British Car Club Regalia

Baseball caps – 15.00
Lapel Pin – \$3.00

License Plate Frame – 18.00
Grill badge - 30.00 **Patch**

Key Fob - \$10.00
Sticker 2.00 ea.

Silk-screened Items:

Please note - there is a new vendor for the silk-screened items and the cost has gone up, we have a limited amount of old styles still available and only the costs. For items we have currently in stock of the new style. Please check with Pam on availability.

Short Sleeve T-Shirt - \$8.00(S-XXL) New style – 20.00 **Long Sleeve T-Shirt** - \$12.00(S-XXL)

Polo Shirts - \$13.00(S-L) \$15.00(XL & XXL) New style 24.00

Polo Shirts with pockets - (special order only)- \$15.00(S-L) 17.00(XL & XXL)

Crewneck Sweatshirt – \$16.00(S-L) 21.00(XL & XXL)

Hooded Pullover Sweatshirt – \$22.00(S-L) 27.00(XL & XXL)

Full Zip Hooded Sweatshirt- \$27.00(S-L) 32.00(XL & XXL) New style – 50.00

There is a limited amount of Regalia at each monthly meeting or contact Pam Justin at pjqulter1@hotmail.com or 805 750-3068 to order. Provide your name, size and item.

In addition to our silk-screened regalia above, we are now offering for members, high quality club regalia. **Lisa Rizzo at Ventura Custom Embroidery** has our logo on file and can make almost any kind of regalia desired. Please visit our CCBCC Website to find all the information needed to order. Items ordered will be in Royal Blue (the official club color) or some can be in white.

Club business cards available, no cost, keep a few in your car to give to people who might like to join.